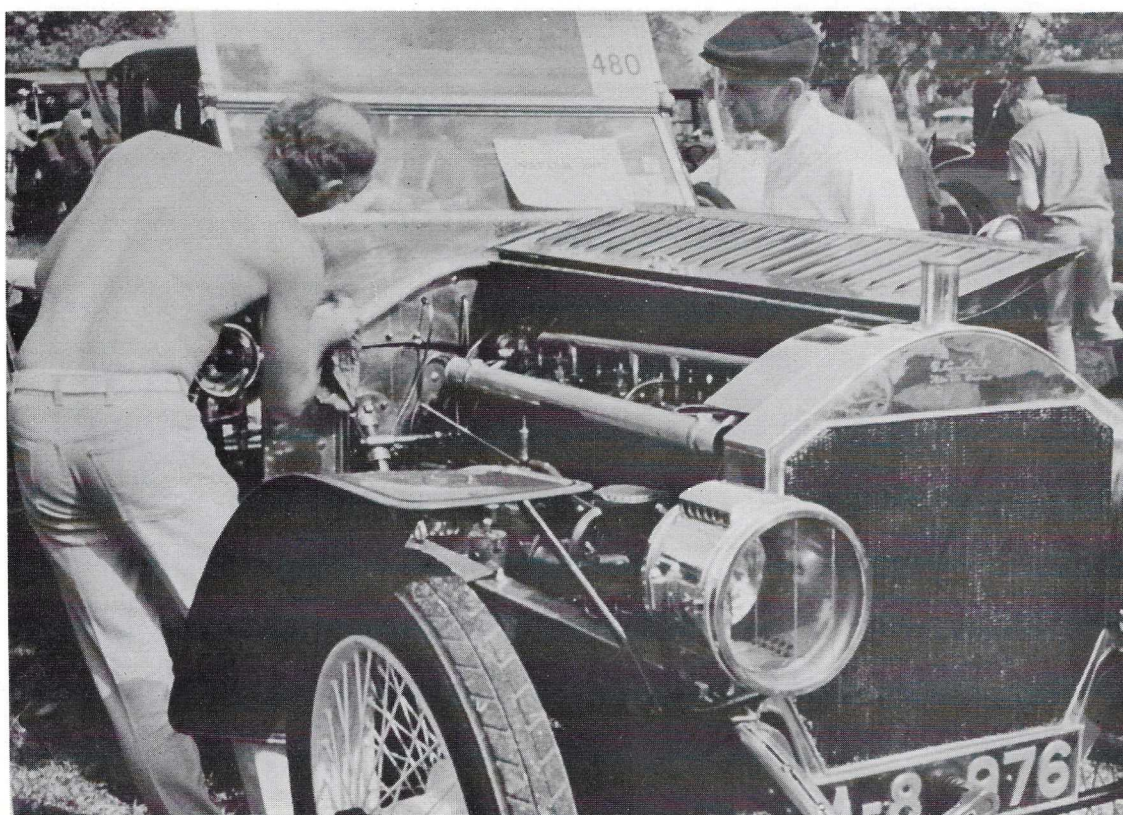


SPIT AND POLISH

"CAN I GIVE YOU A HAND, GUVNOR?"



LORD MONTAGU APPLIES A LITTLE "SPIT AND POLISH" TO HIS 1907 NAPIER AT HUME WEIR.



SPIT AND POLISH

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

Registered at the G.P.O. Sydney for transmission by post as a periodical

Patron:

His Excellency the Governor of New South Wales,
SIR RODEN CUTLER, V.C., K.C.M.G., C.B.E.

Hon. Editor and Editorial Address—

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Epping, 2121. Phone: 869-1350

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EDITORIAL

SPIT AND POLISH celebrates its eleventh birthday this month. How time passes! Memories of the late Larry Leresche, who got the magazine off the ground, virtually on his own. Vol. 1 No. 1 was issued in June 1959. At least the magazine is carrying out the veteran concept by keeping going - by some means or another.

What need is there of a magazine, anyway? Every need! It records facts, makes announcements, sets forth views, asks questions, becomes a medium for those who find it difficult to talk before an assembly, but who can write instead, a memory tickler of coming events, a medium for bringing together buyers and sellers - and all put into a legible form, so that "all who run may read."

It stands to reason that it will have something of the "sooth-sayer in the market place" about it, in that it cannot engage the interest of every wayfarer in the multitude. And it is indeed difficult to be sure of penning such a breadth of subjects as to ensure that one engages the interest of each individual reader in some section of the writings.

That opens up the question of what subjects should be embraced in a magazine of this character. Should all the subjects be on or appertaining to Veteran Motor Cars and directly kindred subjects, or should there be headings such as Music, Sport, International News, Fashions, Cookery, Literature? We could put something engaging under all these suggested headings but who would be interested?

Music - A dissertation on the sound of an Albion idling; a run down on the multitude of horns which can be carried on a T Model.

Sport - How a Hurler can easily leave the field behind; a Thirsty leaving the City late and passing through the field en route to Toronto.

International News - A rare car allowed out of its museum to travel half way round the world to a Rally; while another is held back in its own country by the government.

Fashion - How we keep fashionable in mini skirts and still keep warm in an open veteran, by Wunhoo Duzzant (internationally known fashion expert); should caps be worn with peaks reversed, in order to be consistent in veteran motoring?

(Continued on Page 2.....)

THE ANNUAL GENERAL MEETING of the Club will be held at the Community Hall, Great North Road, Five Dock, on THURSDAY, 25TH JUNE, 1970 at 8 p.m.

Editorial, Continued:

Cookery - Twelve ways to barbecue snags on the roadside; a new recipe for Veteran Sauce - "makes anything old seem good."

Literature - Obviously the easiest heading to cater for, bring up all the old motoring magazines about the place.

Well yes! A magazine is necessary!

* * * * *

REPORT OF MAY MEETING

The President was in the Chair, and welcomed visitors J. Thorp and B. King. Someone towards the rear of the hall mistook Albie Frost for one, and audibly mentioned his name. We feel this was an 'error', but nevertheless we report it.

Our Minute Secretary (not by any means a 'minute secretary' in the modern mini sense of the term!) namely Jan Sykes, was conspicuous by her absence, and it must be said in Albie's favour that he took on this task for the meeting. Surely the most grey haired 'minute Secretary' to have graced our top table.

We do not really make a feature, each month, of noting that "the minutes of the previous meeting were read by the Secretary". So much is this a permanent feature of the meetings of our Club, or for that matter, of any club, that it scarcely needs reporting. But Len is still in our minds.

The Treasurer reported, inter alia, a credit balance of \$60.

Events, through Max Roberts, summarised the next two fixtures, namely Castle Hill Showground, and a visit to old Government House, at Parramatta.

Investigations had no report to make.

The Social Secretary reported that the Presentation Dance was a success, being attended by 102 members and friends, and showing a profit of \$17.58 into the bargain. Hilda Sheen, having carried out this task for quite a time, announced her retirement from the position. No shuffling or scuffle of feet was heard as many members rushed forward to volunteer for the post!

The Registrar (Allan Foy) announced that all outstanding work had been completed on the Roster. All information is being sought now in readiness for the preparation of the new book. Allan told the meeting that he was most surprised to learn, during the Rally, that members of most states except Queensland had very little knowledge of the existence of the Roster. This led to a fairly lengthy discussion, contributed to from various parts of the hall, on whether or not, including why, the Roster should be prepared on a Federal basis, and as to the allocation of costs thereof between the states. It was virtually decided in as many words that the Register should still be published on a Federal basis, even if the only members interested were to be the N.S.W. ones, and, as observed, most of those were in the metropolitan area.

The P.R.O. (Warren Irish) stated that he considered the cover picture of the May SPIT AND POLISH was topical, being a photograph of the scene at the start of the Rally, and also constituted a change from the Car of the Month motif.

George Green, as Rally Director (or is he 'Director of the late Rally', or 'the late Director of the Rally'?), gave a quick approximate figure for many of the expenses of the Rally. He prefaced his remarks with a few well placed compliments to those who had given material assistance.

Doubtless more complete figures will be supplied at some stage, but we show here some of the figures quoted by George, put to paper in long hand, about 3 or 4 digits behind George's utterance of them - so there may be some errors. However, we feel that we can vouch for most of them. Mobil supplied some 43,000 gallons of petrol, and the cost to them of petrol and oil was in the nature of \$21,000. The cost to Dunlop of the Presentation Dinner in Melbourne was \$12,500, at which something like 1400 people attended.

Advertising in its various forms ran into approximately \$50,000. The Briefing Dinner at the Wentworth Hotel cost \$5,000, \$3,250 of which comprised the consumption of whisky and spirits (tha's a' awfu' lot o' whisky, mon!)

The printing of the Bulletins cost Qantas \$6,500, and Rothman's \$6,000. The souvenir catalogues (remember there were 140 odd photographs of vehicles) ran into \$20,000. For the combined help that they rendered, the cost to the N.R.M.A., R.A.C.A. and R.A.C.V. was approximately \$6,000. The amount of cash which changed hands over the whole affair from Sydney to Melbourne and to Adelaide, was \$750,000. The Club stands to profit a little from the venture, i.e., to be repaid for its faith in the venture, and for the investment they made in cash. The cost of the duplicator used to prepare the daily bulletin (REVS. AND BACKFIRES) issued for the duration of the Rally, cost the Rally Committee \$300. It was moved that the machine be purchased. Len Sheen observed that at \$100 it would more than pay for itself in a few months of Club work.

Some more trophies were presented (this time by Max Roberts) to Max Chapman - Navigator's Trophy; Bill Dudley - Goodwill Trophy; Joe Webster - 6-cylinder Trophy; Arthur Clay - Jeff Vanstone - Concours d'etat and Open Concourse.

* * * * *

A report from Washington states that older people are much better drivers than is commonly believed.

This is according to statistical findings reported to the Eighth International Congress of Gerontology.

Judge Sherman Fivesilver, who is on the faculty of Denver University Law School, told the group that "the senior citizen is not the universal risk he has been assumed to be."

He drew his conclusions from a study of drivers over 65, and accident rates in 30 U.S. States.

Drivers over 65 comprise 7.6% of all licensed drivers, but account for only 4.8% of all accidents. These drivers averaged 37% fewer accidents than any other age group studied.

(Gerontology is the study of aging.)

(No need for "us oldies" to poke out our chests - simply "carry on the old tradition." Ed.)

* * * * *

the Talbot so many times, the Berthons would have to 'marshall' all their nerves in order to sit down as low as they did, undoubtedly, in the M.G.

WHAT! ANOTHER ONE?

RUN TO CATARACT DAM CONT'D.

We mentioned in the Veteran section that one Adrian Hunt from Mt. Keira brought up the Max Pratt F.I.A.T. He was accompanied by his father in another vehicle. Of all the interesting ways to acquire a vehicle, we feel that Mr. Hunt must surely be in on one of the most interesting. We are informed, and it was not given to us as a hot secret, but as a piece of general news, that Mr. Hunt had for a long time 'coveted' a 1937 Triumph Dolomite. However, his pleadings for purchasing of the vehicle fell on apparently deaf ears. The owner was a friend of Mr. Hunt's and it seems that on the death of his friend, Mr. Hunt became the owner of the vehicle, as it had been willed to him. We can understand the reverence with which he now treats the car.

And the whole column is finalised by our noting that the President - only old Arthur the Rover Scout - appeared at the start on a strange mount, but only put in a nominal appearance. Nice gesture, Arthur!

We can appreciate that the weather could not have been improved upon.

* * * * *

S O C I A L

Sympathy to Joan and Ken Moss and family on the loss of Ken's mother.

Bob McCarthy sailed last month on his trip overseas - we wish him a very good time.

Our International Rally came to a close last week and thanks go to all who helped make it a success. It was a nice thought to present George Green with a lovely gold pen and pencil. I am sure he will find plenty of use for them.

Hope Esme Lewis enjoyed her cruise on the high seas.

I wish to thank all the members and friends for your help over the six years I have been Social Secretary, and do hope you continue to support our new Social Secretary.

- HILDA SHEEN,
Social Secretary.

* * * * *

THE CLEANING AND MAINTENANCE OF COPPER & BRASS, CONTINUEDProtective Coatings:

Before applying a clear coating, all traces of grease and mineral oils must be removed by mineral spirits such as methylated spirits, turpentine or thinners. But since solvents of this type are subject to fire hazards, it is better to use "Safety Solvents" such as tri-chloroethylene, perchloroethylene, and carbon tetrachloride, wherever possible.

It is possible to obtain a bright mirror-like finish with polishing rouge, or by the use of felt pads in a polishing machine or small electric drill. But a bright polished surface reflects the light and will thus spoil the effect of any special shapes, and the attraction of a handworked surface. If clear enamelling is to follow, it cannot be stressed too highly that all finger marks, traces of chemicals, or polishing compounds must be removed with solvent and once again the final step should be repeated washings in warm soapy water, and final rinsing in clean water. This must then be wiped away with clean towelling.

There is a variety of clear coatings now marketed in Australia, one of these being "Incralac". This was specially developed for copper and brass by the International Copper Research Association, but many other coatings can give satisfactory results. Incralac comes as gloss or matt and with its own special degreasing solution, but can only be removed with toluol.

Incralac is available from Davison Paints Pty. Ltd., or their agents in all States. It is an air-drying enamel which can be applied to all copper and copper alloy decorative wear to give a protective coating of several years' duration. It can be applied either by spraying, or by brushing on with a fine brush. It should be applied as soon as possible after cleaning and two or three coats may be applied to give the finished film thickness. One thousandth of an inch (.001") is recommended, which is the thickness of a cigarette paper, so only light coats are necessary. About 30 minutes should be allowed between each coat. The enamel takes about 48 hours to harden fully. A different Incralac formula is available for exterior use.

Booklets which may be of value to persons interested:

1. "Surface Treatments for Copper and Copper Alloys" (32 pages, illustrated, colour plates, 6" x 8 1/4"). Price: 40 cents
2. "Copper and Brass Sheet Metalwork" (32 pages, illustrated, 6" x 8 1/4") Price: 40 cents

The above information reproduced with permission from:

The Directors of the Copper & Brass Information Centre,
321 Kent Street, Sydney. Telephone 29.1831.

Submitted by Melburn R. Pope.

* * * * *

REFLECTIONS

It is natural that over a lengthy period, manners in many ways of life alter. No less among motor cars than anything else. If the older oldies were able to see the modern miss - or Mrs. - go independently to a car, open the door, sort out her shopping and herself and bang the door shut, those

covered' at least 1600 miles, returning via Cootamundra.

There was an untoward incident at the motel at Young. The woman in charge said that she had sold the place, and had no accommodation there. The old President himself was summoned. It seemed useless merely to "call the meeting to order", so he made his way to a caravan park. Arrangements were made here all right, but Trevor states that he is not likely to frequent the place again. The board out front stated: "\$1.50 per head" but it cost them \$6 instead.

He said that the F.I.A.T. is quite capable of 50 m.p.h. and indeed did do some fast work on occasions when a competitive feeling came over him and other entrants.

Scanning the pages of REVS. AND BACKFIRES we observe that there was a great queuing up for autographs of four T.V. stars, namely Pam Roberts, Margaret Gillings, Jack Dance and David Berthon. What have we spectators in the sidelines missed? We have heard nothing of the escapades of this quartet. Surely there must be something to be reported, which would be of interest.

Entry No. 291 from Victoria is surely a fairly unusual case (we're not forgetting you, Michael) as the owner/driver spent the last five years in preparing the car, not necessarily for the Rally, of course. But he is only 19 years of age now! And we understand that he carried out the work on his own. To help him through the Rally he had as navigator his young brother, Damian, who is only twelve years of age. What a combination - one brother, Alex Lynch, who knows the vehicle, the other brother, Damian, knew the road (on paper, anyway).

The final Newsletter carries on its front cover what we personally consider an excellent picture and thought. In fact it makes us feel a trifle guilty about driving a 1923 job. But that is another story. Have you taken the trouble to look closely into the drawing? That artist Capper has taken a lot of trouble to be pretty factual. Look at the bits of near side body work, the running board hanger, the body overlapping the chassis, the headlamp gymbals (super heavy, but that doesn't matter much), the speedo, drive, the hinge on the alligator bonnet. And don't tell us that at this stage he still has some steel studded tyres left! And his hand on the brake lever. And did you cop the old lady's hat?

* * * * *

From Bill Trollope:

I am pleased to respond to your request for information on our "Little Red Renault" as it became known on the 10th International Rally.

My interest in cars goes way back but it was my good friend, Len Masser, who generated my interest in Veteran cars. I have known Len and Jean for over 40 years and from time to time in recent years we talked of Veteran cars until, finally, Len arranged for me to purchase the Renault from Jack Hochstadt in June 1965.

It was a complete and utter wreck, with every item badly worn. This bad state of repair, I believe, contributed to the excellent final result, for this reason. Many Veteran and Vintage cars are worn to the point where there is still some life left in a particular part and a decision has got to be faced as to whether the part should be used as is or replaced. In many cases, for economic reasons, the decision is for the former and when many such

decisions are made one can come up with a somewhat rattley car. In the case of the Renault, every item, almost without exception, had to be renewed or built up and ground or machined as required. Thus, one must finish up with a pretty good Veteran.

When we first heard of the International Rally to Melbourne we resolved to finish the car for this event but had no plans whatever for taking out a prize. Len Masser talked of the 'Concours D'Elegance' but I had not even heard of 'Concours D'Etat' until I was in Melbourne. I realised the car was in good shape but I was modest enough to think there were better vehicles around. In fact, on the big day at Warwick Farm we were one of the 'early birds' and had time to have a good look round and I said to young Bill "there's some pretty tough competition around here, son" and he had to agree, particularly those very keen New Zealanders.

It was very gratifying indeed to receive the Concours D'Etat, particularly for young Bill who put in such a prolonged effort when his pals were otherwise enjoyably engaged. I will mention just one item alone - the radiator. The countless hours we spent in tube cutting and straightening, marking off tube plates, drilling and reaming and final assembly, was a never-to-be-forgotten task.

That remarkable little car, with an all up weight recorded on a South Australian Government weighbridge of 19 cwt., covered a little over 2,500 miles en route to Melbourne, Adelaide and Sydney. Our best day's run was approximately 293 miles from Mildura to Narrandera from 7.50 a.m. to 5.10 p.m. and our petrol consumption was around 32 miles per gallon. The oil was changed in Melbourne but no oil was added at any time to engine or transmission, no tools were used on the job which was faultless throughout and altogether the vehicle was an outstanding tribute to those design engineers of years ago.

I will relate one of many amusing incidents of the trip - that of the tie episode in Bendigo with a group of jolly good Victorians at a very nice restaurant with a little more than we could sensibly carry, we espied the most atrocious tie ever worn by man and resolved to purchase same. After much haggling the tie changed hands at \$4.00 and it was decided that young Bill had to wear the monstrosity to the presentation dinner, never dreaming that we would win a prize. To make sure he didn't waver the Victorians visited our rooms at the Windsor before taking off for the dinner. We nearly fell off our chairs when Number 94 was called and Will, to his intense embarrassment and our amusement, had to run the gauntlet to receive the prize.

I have had many overseas trips to many countries but have never enjoyed myself so much as I did on the Rally and will always be grateful to those who made it possible. I have spent so little time with Bill and now he has grown to manhood so it was very satisfying to spend five weeks in constant association enjoying each other's company and giving him something to think and talk about from time to time, long after his old man has been gathered unto his fathers.

Yours sincerely,

BILL TROLLOPE.

* * * * *

"THE RALLY" - AS SEEN THROUGH THE WINDSCREEN
OF "HENRIETTA"

CREW: Eric Lang - Driver
Ken Robinson - Navigator

After a hectic start as Car No. 150 Veteran Class we were surprised to see, after passing the crossroads and heading south to Campbelltown, dozens of vintage cars coming towards us - we found out later that they should have gone left at Liverpool. Hm! Hm!!

After a scenic drive down to Sublime Point, Mt. Ousley, then across country to Picton for lunch, bad luck for Jim Cross (Rolls Midget) in removing his sump plug on the ramp leading into the oval where a football game was in progress. The players were certainly keen, they didn't even stop to look at the cars.

From Picton we pressed on to Booral (Yankee for Bowral). On arriving in Mittagong we were aghast to see our President, Arthur G., thumbing a ride. After getting over this shock I applied both feet (on any two pedals) and stopped. Arthur and kids climbed Aboard a Ford - "All is well" said he, "I have left the Delahaye at the motel and Val went on in the Rover to the display point."

Next day on to Goulburn - most uneventful - except Vic Jacobs had left his nylon underwear on a fence at the motel to dry while he had breakfast and when he returned they had disappeared - Eric Rainsford's Rolls was parked nearby at the time. Vic moaned "They cost me \$2.00 and were brand new - I'm sure they were just the thing to polish a Rolls."

Canberra and a royal welcome. Thousands of people lined the road into the city and the crush at Northbourne Oval had to be seen to be believed. We almost had to bulldoze our way in. Three days in Canberra vintage and veteran cars driving up and down the streets. Saw one Yellow T, driven by Don Steer, going up a one-way street - yes, the wrong way. What happened, Don? Get a bum steer? Rolls Royces and Bentleys in every Mobil garage with their bonnets up - maybe George Green can tell me what was wrong with all of them - how about it George??

Most frightening sight in Canberra - no not the politicians - but Terry Cook each morning. If any member knows a sure-fire hangover cure, please contact Terry. Poor Peter Kable - how many times did you run out of petrol, also how many tosses for cosy accommodation did you lose??

We also had bad luck in Canberra. "Henrietta" decided to drop a rear mudguard - luckily Bill Maunsell (his Renno gave up the ghost at Campbelltown and not Fisher's) was sitting in the back, so with quick thinking, Bill grabbed the guard and held it up off the tyre - thus we proceeded to the nearest Mobil garage for a much-needed welding job.

After leaving Canberra and lingering memories of the fabulous Woolshed Hop behind us, we headed for Harden for lunch. The whole town's population invaded the Oval, we all had writer's cramp from signing autographs for the kids.

Then on to Cootamundra for the night. On the way, in company with Don Barker, we popped into Wombat to see a 1914 Model T that the farmer's father bought new - it was a most original car still going strong. Don really insulted him by offering \$60 for it - "Why a hub cap is worth that," he cried. No luck there.

After Coota - June - a name that will go down in veteran car annals. Why - because of one hell of a hail storm - what a scatter! Some lucky ones made it under shop awnings but most were caught out in the open. I believe one competitor stopped under the awning of a tea shop and had tea and scones whilst the hail pelted down - someone else, caught outside, borrowed a hair dryer to warm up his magneto.

Onwards to Wagga Wagga where the same night a terrific storm struck just about 7 p.m., flooding the area and halls containing the cars - fortunately, a Studebaker had gone through the floor boards earlier and so the water had somewhere to go.

Next came Albury - some other scribe can tell you about THAT Briefing Meeting. The day at the Hume Weir Motor Racing Circuit was a highlight on the Rally - what a sight those Speed Six Bentleys and 30/98 Vauxhalls made as they roared around the track. And what a sight a certain Fronty made as it ran out of road at the first turn (shades of Maroubra Speedway). While on the subject of the Fronty - its driver had visited his old army camp, Bonagilla, to see the stables in which he kept his neddy - yes, Vic was in the 3rd Light Horse (Boer War!) The other events were great - the slalom, timed drive around a centre post to which a rope and bucket were attached. Idea was to keep the bucket of oranges off the ground while the car drove around in a circle. The final event was a slow run around the circuit by a dozen veterans but upon the starter flag dropping, all cars blasted off - boy, what a race - "Henrietta" really enjoyed herself.

Memories of Albury: Dust of the showground, magnificent food and wine at the Bistro - a midnight ride with eighteen others on an "Historic" Fire Engine up the main street - this gave the locals a shock and us too when it developed a massive wheel wobble.

Into (ugh) Victoria and Shepparton and a few of us had slight accommodation problems. Just ask Jim Eisenhower. An excellent wine (hic) tasting - it is really a nice place. Next day some cars lost their way - Ken Moss will fill you in on his 70-mile detour. Very flat country on the run into Echuca - good Model T country. "Henrietta" thrived on it. So did Reg "Leadfoot" Jones, really burnt off that Yankee Thomas in his French Clement Flyalong.

Bendigo, and would you believe, trams and a most round about route into the showground - must have driven around a fountain about 10 times - least, I think it was the same fountain.

On to Melbourne and an anti-climax finish - I think we were all sad to see it all end.

A special mention about Len and Hilda Sheen - they must have passed us a hundred times but they kept on stopping to help broken-down cars - Val and Gerry Stelling, Randy and Esther Walton for the excellent job on the Information Van a 24 hour service - To Bruce Cooper, Geo. Roberts, Ross Marshall, Don Steer, Jack Dance, Geo. Williams and others too numerous to mention - thanks again fellows.

Victoria Crosses or should it be N.S.W. Crosses, to the following:- All the motor cyclists, the one-lung drivers, Lions, Rotary and Apex Clubs, C.W.A., and a special award to the N.Z. Crestmobile, the smallest car in the Rally and the funniest driver who would squirt you with a water pistol as you passed him. A record was created by the Delaunay Belleville, 16 flat tyres (subject to official confirmation).

1972 International Rally, Cont'd:

All entries must be on the OFFICIAL form and all required details must be supplied. Entries must be accompanied by an entry fee of \$10.00 N.Z. to cover secretarial and organisation charges, and Accommodation Booking Fees of \$7.50 per person including driver. With their entire entrants will also send the Accommodation deposit on the specific routes specified by him for his selected standard of accommodation.

RALLY ROAD DISTANCES:

Small Veterans: Limited to approx. 60/100 miles per day's run and a total distance of 5 days' motoring or 350/400 miles.

Other Veterans and Small Vintage: Limited to approx. 100/150 miles per day's run and a total distance of 5 days' motoring or 550/600 miles approx.

Other Vintage: Sporting cars cover approximately 880/920 miles in 5 days' motoring while Touring Cars cover approx. 550/600 miles in 4 days' motoring.

Miscellaneous:

Ron Ferguson, of VINTAGE & VETERAN RESTORATIONS (REGD.), notifies us that his address and telephone number have been changed to:

67 Church Street, Lidcombe, 2141 and 649-2624 respectively,
while his home address is now:

4 Hastings Street, Lidcombe, 2141.

POWER RETREADS PTY. LTD., 108 Victoria Rd., Marrickville, 2204, Tel. 51-3328, announce the following discounts to be allowable to Club Members:

New Tyres and Tubes - Retail, less 20%; Imported
Radial Tyres - Retail, less 10%; Retreads - Retail, less 25%;
Batteries - Retail, less Trade.

They carry a complete stock of locally made and imported tyres. Fitting and service is free. A 30-day charge account is available. Call at their office for any further details.

CRYSTAL STAR PRODUCTS PTY. LTD., 233 Nelson Lane, Annandale, 2038, Tel. 660-5484, advise that they do replacement parts reproduced in Aluminium or Bronze. They state that they have reproduced from originals, replacement parts for members of the Club. Although, in many cases, the original was worn, they were able to use it as a pattern, and after building it up where necessary, produced a bronze replica which was most satisfactory to the customer. The letter was signed by R.J. Long.

Ken Moss advises that OLYMPIC AND DUNLOP TYRE firms have agreed on a new revised price for 30" x 3½" beaded edge tyres at \$32.50 each.

A D V E R T I S E M E N T S

WANTED - for 1911-1912 E.M.F. 30 h.p. Raceabout -

Radiator
Rear Hubs
Dashboard Brass nameplate
Inlet manifold
Exhaust manifold

FOR EXCHANGE - many items, including the following:

- * 1916 Buick Radiator
- * P x H Kero Tail Light
- * 1925 "T" Ford Truck in complete but poor condition.
- * 15 old enamel petrol and oil signs, various brands and sizes.
- * Brass nameplate from 1911-12 Overland.
- * 1901 single-cyl. De Dion Bouton motor complete.
- * All brass kero tail light.
- * 1914 "T" Model brass carby.
- * Eight various early magnetos.
- * Various odd brass sidelamps, brass fonts, old number plates, Vintage Morris Cowley headlamps, new "T" Model spark plugs, trembler coils, carbies, etc. etc.
- * 2-speed diff. for Model "T" Ruckstell.
- * Exhaust whistle (brass) for Model "T".

Any assistance or information will be greatly appreciated.

Contact: COLIN PARKER,
113 Comleroy Rd., Kurrajong.
'Phone: Kurrajong 71-422

FOR SALE - 1 x 730 x 130 b.e. tyre, brand new.
1909 4 cyl. De Dion engine and clutch.
The owner (who is not a club member) will consider the sale only to a person restoring a car, and in dire need of this motor.

- MAX WELCH
Home: 44/8418
Bus.: 357/9242

FOR SALE - 1 x 4.40 x 23 b.e. Barnett Glass Tyre.

WANTED - 1 Font for King of the Road - sidelight
1 Font " " " " - tail light

- DON STEER
'Phone (Home & Bus.): 44/3415

FOR SALE - 1 x King of the Road Lamp - Kero No. 751

- A.J. EDWARDS
'Phone: 759/1774 after 6 p.m.

WANTED - My 1913 Hupmobile model H is in need of quite a lot. I would be grateful to hear from anyone with any Hupp bits between 1912 & 1914.

Telephone: 67/5328 (H)
69/8403 (B)

- F.E. JOHNSTON
115 Coward St., Mascot 2020

WANTED ALL STATES - Veteran Buick Jack; Petrol Cap for 1916 Buick;
Windscreen Frame for 1913 Model T Ford

- W.H. EAST, 48 Brown St.,
St. Peters, 2044. (519/6376)

" S P O K E S I N T H E W H E E L "

NEWCASTLE BRANCH

June, 1970

Max Burke, on relinquishing office as Chairman, thanked all the officers and club members for the co-operation given him during his terms of office. He stated that he would not offer himself for election this year as he was of the opinion that all members should fill this position for at least one term.

The results of the election of office-bearers for the ensuing period were:

Chairman	R. Thomas
Vice-Chairman	D. Barker
Secretary	G. Adams
Treasurer	P. Adams
Liaison Officer	P. Adams
Events Committee	L. Macey, C. Broadbent, D. Marr
Investigation & Inspection Comm.	H. Thomas, R. Newman, J. Riley

At the monthly meeting it was decided that in future the Annual General Meeting be held on the same night as the February monthly meeting. This would give the incoming Events Committee more time in which to organise the October Tour as it is becoming increasingly difficult to find suitable accommodation.

It was also decided that we support the Vintage Car Club in their endeavours to organise a Motor Show of Veteran and Vintage Cars, Motor Bikes, during the Mattara Festival Week.

Laurie Macey presented the club with a cheque for \$30, being a donation from the Co-op Store, Charlestown, in thanks for Laurie putting his Schacht on display during the Store's opening week.

A new member, Kevin Catford, who is known to most of us, has joined up as an Associate Member and hopes to be able to join the ranks as a full member before long.

Next Meeting at Driver Training Range on 24th June at 8 p.m.

ADS. WANTED - any parts, photos or information re 1911-12 4-cyl. Hudson.
- G. ADAMS,
314 Warners Bay Rd.,
Mount Hutton.

- GEORGE ADAMS

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SPOKES IN THE WHEEL (CONTINUED)THIS MONTH'S BRANCH MEMBER PROFILE.R.J. NEWMAN - VCCA (NSW) MEMBER NO. 115

An avid Talbot enthusiast and authority, Bob is widely known and respected in club circles. Born and educated in East Maitland, he moved with his family to Tuggerah in 1955, later marrying and settling there. A motor engineer by profession, Bob works with his father in a long established service station business.

Joining the VCCA in May 1958, his Talbot roadster was finished sufficiently to take part in the Blue Mountains Rally the following year and has since been a regular at almost every Sydney outing until 1967, when his tourer, with wife, son and daughter aboard, took off for Albury for the National Tour of that year. The tourer was also a successful entrant in the recent International.

Despite his relatively remote situation, near Wyong N.S.W., Bob manages to attend most Sydney and Newcastle meetings and outings. This busy activity seems to have kept his old car interests to veteran, although he feels that one day he will restore a family 1936 De Soto, now that 30/40's are growing in popularity.

AT A GLANCE

NAME	:	Bob Newman
OCCUPATION	:	Motor Engineer
CLUB CARS	:	1914 Talbot Roadster 1914 Talbot Tourer

- DON BARKER